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Approved For Release 2003/03/04 : CIA-RDP78T04759A006100010067-7

PHOTOGRAPHIC INTERPRETATION REPORT



VITAL RECORDS COPY
OMSK
ICBM COMPLEX
USSR

RAIL-TO-ROAD
TRANSFER POINT

FEBRUARY 1967

COPY 116

6 PAGES

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Declass Review by NIMA / DoD

GROUP 1 EXCLUDED FROM
AUTOMATIC DOWNGRADING
AND DECLASSIFICATION

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PREFACE

This report supplements [redacted] Omsk ICBM Complex, USSR, 1/ prepared in response to CIA Requirement C-DI5-82,972 requesting detailed line drawings, to scale, of elements of the complex. The information contained here- in is based on [redacted] photography [redacted]. Individual reports will be updated periodically to reflect changes observed on subsequent photography.

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This target plot represents the most accurate data compiled to date, but the user is cautioned to exercise care in scaling distances or determining azimuths from this plot, inasmuch as relief can introduce errors in distance and alignment.

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TOP SECRET**OMSK ICBM COMPLEX, USSR****RAIL-TO-ROAD TRANSFER POINT**

The rail-to-road transfer point serving the Omsk ICBM Complex (Figures 1 and 2) is located at 55-05N 73-35E, approximately 2.0 nm northeast of the complex support facility and about 9.0 nm northeast of the city of Omsk. It is the terminus of the branch rail line serving the complex from Omsk. The complex main road and the end of the rail line at this complex diverge to a separation of about 600 feet.

Within the single-fenced transfer point are 8 large, and 8 smaller buildings. Approximately 3,500 feet southeast of the main installation, at the end of a straight road from the complex main road, is a probable electric power substation which contains 2 buildings and a number of unidentified objects. It is probable that power is supplied directly to Launch Site 1 from the major high-voltage transmission line nearby.

North of the transfer point, at the end of a short road leading from the complex main road, is a small area of unidentified construction containing 2 large building foundations. Several small structures and mounds are in the immediate area, which probably is encompassed by a partially visible fence. Halfway along the road to this unidentified area are a large building and 2 smaller structures, probably single fenced; a rectangular excavation of undetermined function is just outside the fenceline southeast of the large building.

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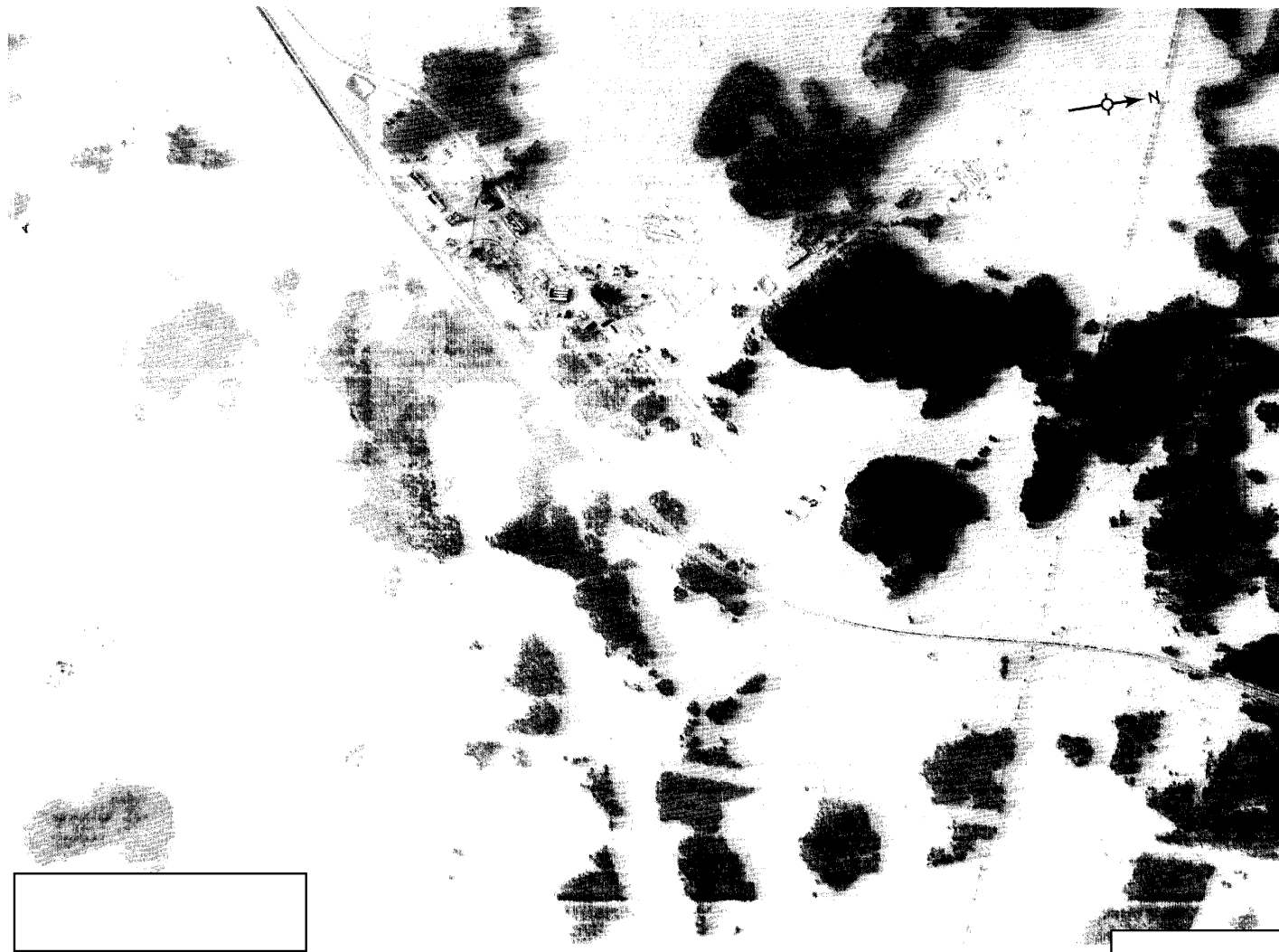


FIGURE 1. RAIL-TO-ROAD TRANSFER POINT, OMSK ICBM COMPLEX.

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ITEM	DESCRIPTION	DIMENSIONS (FT)
1	TANK	30 DIAM
2	BUILDING	40 X 20
3	BUILDING	30 X 20
4	2 BUILDINGS	135 X 40 ea
5	STORAGE BUILDING	100 X 65
6	BUILDING	75 X 50
7	BUILDING	20 X 20
8	STORAGE BUILDING	160 X 65
9	BUILDING	45 X 35
10	BUILDING	45 X 45
11	2 TANKS	20 DIAM ea
12	STACK	UNDET
13	HEAT PLANT	50 X 20
14	BUILDING	170 X 55
15	BUILDING	105 X 35
16	VEHICLE-MAINTENANCE BUILDING	130 X 80
17	BUILDING	15 X 10
18	BUILDING	70 X 20
19	BUILDING	160 X 50
20	BUILDING	25 X 15
21	BUILDING	30 X 30
22	BUILDING	15 X 15
23	ARCH-ROOFED BUILDING	25 X 25
24	2 BUILDING FOUNDATIONS	140 X 30 ea
25	BUILDING	40 X 20
26	BUILDING	
a		85 X 30
b		25 X 15
27	BUILDING	85 X 25
28	BUILDING	65 X 35
29	BUILDING	85 X 20
30	TOWER	60 HIGH

ROAD
RAILROAD
DIRT ROAD
FENCE
POWERLINE
EXCAVATION

250 0 500
FEET
SCALE 1:6000

FIGURE 2. LAYOUT OF RAIL-TO-ROAD TRANSFER POINT, OMSK ICBM COMPLEX.

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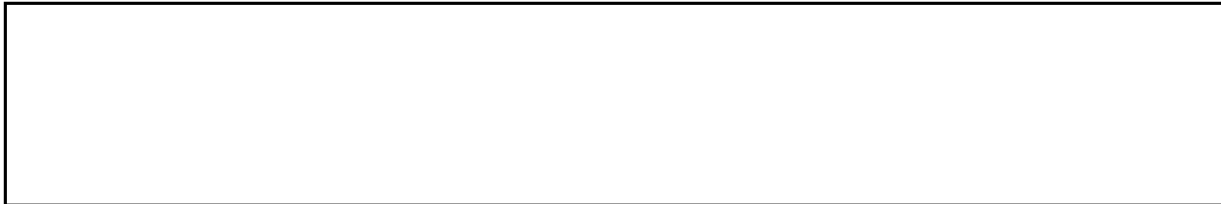
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REFERENCES

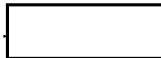
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DOCUMENT

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1. NPIC:



Omsk ICBM Complex, USSR, Jun 66 (TOP SECRET



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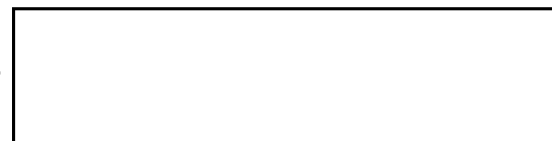
REQUIREMENT

CIA. C-D15-82,972

NPIC PROJECT

11210/66 (partial answer)

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